

**In the Claims:**

Please cancel claims 1 to 16 without prejudice and add claims 17 to 41:

Claim 1 to 16 (canceled).

17(new). A fuel supply apparatus for supplying fuel to an internal combustion engine, said fuel supply apparatus comprising

at least one fuel valve (16) for introducing the fuel into the internal combustion engine;

a fuel tank (2);

a fuel line (10);

a first fuel pump (6) for supplying the fuel from the fuel tank (2) to the fuel line (10);

a second fuel pump (12) for supplying the fuel from the fuel line (10) via a pressurized line (14,42,44) to said at least one fuel valve (16) so that the fuel is introduced into the internal combustion engine at least indirectly;

a fuel return line (22) connecting the fuel line (10) to the fuel tank (2) for fuel return;

a pressure regulator valve (26) arranged in the fuel return line (22);

a shut off valve (30) arranged in the fuel return line (22) so as to be hydraulically in series with the pressure regulator valve (26); and

a fuel scavenger line (60) for conducting the fuel back to the fuel tank (2) at least partially through the second fuel pump (12) and through a hydraulic

resistance means;

wherein the fuel scavenger line (60) opens into the fuel return line (22) hydraulically between the shut off valve (30) and the pressure regulator valve (26).

18(new). The fuel supply apparatus as defined in claim 17, further comprising means for controlling the shut off valve (30) according to a temperature.

19(new). The fuel supply apparatus as defined in claim 17, wherein the second fuel pump (12) has a pump housing (12g) and the fuel scavenger line (60) extends through said pump housing (12g).

20(new). The fuel supply apparatus as defined in claim 19, wherein the second fuel pump (12) has a low pressure side (12n) and the fuel scavenger line (60) branches from the pump housing (12g) at a highest position thereof on said low pressure side (12n) of the second fuel pump.

21(new). The fuel supply apparatus as defined in claim 17, further comprising an overpressure valve (7) connected in parallel hydraulically to the pressure regulator valve (26).

22(new). The fuel supply apparatus as defined in claim 17, wherein the hydraulic resistance means comprises a throttle (70, 76, 84) having a flow-through

resistance depending on the fluid flow flowing therethrough.

23(new). The fuel supply apparatus as defined in claim 17, wherein the hydraulic resistance means comprises a valve (61, 62, 66, 72) that opens depending on a pressure.

24(new). A fuel supply apparatus for supplying fuel to an internal combustion engine, said fuel supply apparatus comprising

at least one fuel valve (16) for introducing the fuel into the internal combustion engine;

a fuel tank (2);

a fuel line (10);

a first fuel pump (6) for supplying the fuel from the fuel tank (2) to the fuel line (10);

a second fuel pump (12) for supplying the fuel from the fuel line (10) via a pressurized line (14,42,44) to said at least one fuel valve (16) so that the fuel is introduced into the internal combustion engine at least indirectly;

a fuel return line (22) connecting the fuel line (10) to the fuel tank (2) for fuel return;

a pressure regulator valve (26) arranged in the fuel return line (22);

a shut off valve (30) arranged in the fuel return line (22) so as to be hydraulically in series with the pressure regulator valve (26);

a fuel scavenger line (60) for conducting the fuel back to the fuel tank (2)

at least partially through the second fuel pump (12) and through a hydraulic resistance means; and

a circulator line (52,52') connecting the pressurized line (14, 42, 44) to the fuel line (10) via a control valve (50,50'), said scavenger line (60) branching from the circulator line (52,52').

25(new). The fuel supply apparatus as defined in claim 24, further comprising means for controlling the shut off valve (30) according to a temperature.

26(new). The fuel supply apparatus as defined in claim 24, wherein the second fuel pump (12) has a pump housing (12g) and the fuel scavenger line (60) extends through said pump housing (12g).

27(new). The fuel supply apparatus as defined in claim 26, wherein the second fuel pump (12) has a low pressure side (12n) and the fuel scavenger line (60) branches from the pump housing (12g) at a highest position thereof on said low pressure side (12n) of the second fuel pump.

28(new). The fuel supply apparatus as defined in claim 24, wherein the hydraulic resistance means comprises a throttle (70, 76, 84) having a flow-through resistance depending on the fluid flow flowing therethrough.

29(new). The fuel supply apparatus as defined in claim 24, wherein the hydraulic

resistance means comprises a valve (61, 62, 66, 72) that opens depending on a pressure.

30(new). The fuel supply apparatus as defined in claim 24, further comprising an overpressure valve (7) connected in parallel hydraulically to the pressure regulator valve (26).

31(new). The fuel supply apparatus as defined in claim 24, wherein the circulator line (52,52') is connected to the fuel line (10) by means of a hydraulic resistance element (53,74,80).

32(new). The fuel supply apparatus as defined in claim 24, wherein the circulator line (52,52') is connected to the fuel line (10) by means of a check valve (53,80).

33(new). The fuel supply apparatus as defined in claim 32, further comprising a throttle (74) connected in parallel hydraulically to the check valve.

34(new). The fuel supply apparatus as defined in claim 24, wherein the second fuel pump (12) has a compression chamber (12k) and the circulator line (52') extends from the compression chamber (12k).

35(new). A fuel supply apparatus for supplying fuel to an internal combustion engine, said fuel supply apparatus comprising

at least one fuel valve (16) for introducing the fuel into the internal combustion engine;

a fuel tank (2);

a fuel line (10);

a first fuel pump (6) for supplying the fuel from the fuel tank (2) to the fuel line (10);

a second fuel pump (12) for supplying the fuel from the fuel line (10) via a pressurized line (14,42,44) to said at least one fuel valve (16) so that the fuel is introduced into the internal combustion engine at least indirectly;

a fuel return line (22) connecting the fuel line (10) to the fuel tank (2) for fuel return;

a pressure regulator valve (26) arranged in the fuel return line (22);

a shut off valve (30) arranged in the fuel return line (22) so as to be hydraulically in series with the pressure regulator valve (26);

a fuel scavenger line (60) for conducting the fuel back to the fuel tank (2) at least partially through the second fuel pump (12) and through a hydraulic resistance means; and

a leakage line (88) connecting the second fuel pump (12) to the fuel tank (2).

36(new). The fuel supply apparatus as define in claim 35, wherein the leakage line (88) opens into the return line (22) upstream of the shut off valve (30).

37(new). The fuel supply apparatus as defined in claim 35, further comprising means for controlling the shut off valve (30) according to a temperature.

38(new). The fuel supply apparatus as defined in claim 35, wherein the second fuel pump (12) has a pump housing (12g) and the fuel scavenger line (60) extends through said pump housing (12g).

39(new). The fuel supply apparatus as defined in claim 38, wherein the second fuel pump (12) has a low pressure side (12n) and the fuel scavenger line (60) branches from the pump housing (12g) at a highest position thereof on said low pressure side (12n) of the second fuel pump.

40(new). The fuel supply apparatus as defined in claim 35, further comprising an overpressure valve (7) connected in parallel hydraulically to the pressure regulator valve (26).

41(new). The fuel supply apparatus as defined in claim 35, wherein the hydraulic resistance means comprises a throttle (70, 76, 84) having a flow-through resistance depending on the fluid flow flowing therethrough.